

MINUTES OF THE TOWN COUNCIL MAY 3, 1915

Pursuant to the call of the Mayor, the Common Council of the Town of Flagstaff met in the Town Hall, Monday, May 3rd 1915, at 7:30 o'clock P. M.

Present—Mayor Francis, Councilmen Babbitt, Beeson and Finley, Procknow and Switzer. Clerk Fleming.

This meeting was called for the purpose of acting on matters pertaining to street paving and other unfinished business left over from the regular meeting.

Moved by Councilman Beeson, seconded by Councilman Babbitt that Specifications Nos. 9 and 10 be adopted. Vote as follows: Aye; Babbitt, Beeson, Finley and Francis, Procknow and Switzer. No votes no. Motion carried.

Moved by Councilman Babbitt, seconded by Councilman Beeson that Resolution of Intent for District No. 1, relative to Street Paving be adopted. Vote as follows: Aye; Babbitt, Beeson, Finley and Francis, Procknow and Switzer. Nay votes no. Motion carried.

NOTICE OF RESOLUTION OF INTENTION TO IMPROVE CERTAIN STREETS IN THE TOWN OF FLAGSTAFF.

(District Numbered One)

A Resolution of the Mayor and Common Council of the Town of Flagstaff, declaring their intention to improve certain portions of Leroux Street, San Francisco Street, Railroad Avenue, Aspen Avenue and Birch Avenue, in said town; determining that bonds shall be issued to represent the cost and expenses thereof; declaring the work to be of more than local or ordinary benefit, and that the cost and expenses of said work shall be assessed upon a certain district, which is the district which, in their opinion, is benefited by said improvements; and providing that the proposed improvements shall be done under the provisions of the Improvement Act of Arizona of 1912 and all subsequent laws amendatory thereof.

Be It Resolved, by the Mayor and Common Council, of the Town of Flagstaff:

SECTION I.

That the public interest and convenience require, and that it is the intention of the Mayor and Common Council, of the Town of Flagstaff, to order the following work and improvements to be made and done, in and upon, to-wit:

(1.) That the roadway of Leroux Street, from the north right-of-way line of the Atchison, Topeka & Santa Fe Railway Company to the north property line of Birch Avenue, including all inter-sections of streets and alleys be graded and paved with concrete pavement. That the roadway of San Francisco Street from the north right-of-way line of the Atchison Topeka & Santa Fe Railway Co. to the north property line of Birch Avenue except that portion occupied by platform scales 16 feet in length commencing at a point 68 feet north of the north property line of Aspen Avenue and 9.5 feet in width, commencing at the curb line on the west side of San Francisco Street, including all inter-sections of streets and alleys, be graded and paved with concrete pavement. That the roadway of Railroad Avenue, from the west side property line of Leroux Street to a point one hundred and fifty (150) feet east of the east property line of San Francisco Street, including all inter-sections of streets and alleys, be graded and paved with concrete pavement. That the roadway of Birch Avenue, from the west property line of Leroux Street to the east property line of San Francisco Street, including all inter-sections of streets and alleys be graded and paved with concrete pavement.

(2.) That a concrete curb return be built from the north right-of-way line of the Atchison, Topeka & Santa Fe Railway Company to the east property line of Leroux Street, on the south side of Railroad Avenue. That a concrete curb return be built from the north right-of-way line of the Atchison, Topeka & Santa Fe Railway Company, to the west property line of Leroux Street, on the south side of Railroad Avenue. That a concrete curb return be built on the east side of Leroux Street, from the north property line of Railroad Avenue to the south property line of Aspen Avenue. That a concrete curb return be built on the west side of Leroux Street, from the north property line of Railroad Avenue to the south property line of Aspen Avenue. That a concrete curb return be built on the east side of Leroux Street, from the north property line of Railroad Avenue to the south property line of Aspen Avenue. That a concrete curb return be built on the west side of Leroux Street, from the north property line of Railroad Avenue to the south property line of Aspen Avenue.

roux street be repaired from the north property line of Railroad Avenue to the south property line of Aspen Avenue. That a concrete curb return be built on the east side of Leroux Street from the north property line of Aspen Avenue to the east property line of Leroux Street. That a concrete curb return be built along both sides of Leroux Street from the north property line of Aspen Avenue to the south property line of Birch Avenue.

That a concrete curb return be built on the east side of San Francisco Street from the north right-of-way line of the Atchison, Topeka & Santa Fe Railway Company to the east property line of San Francisco Street. That a concrete curb return be built on the west side of San Francisco Street, from the north right-of-way line of the Atchison, Topeka & Santa Fe Railway Company to the west property line of San Francisco Street. That a concrete curb be built along both sides of the roadway of San Francisco Street, from the north curb line of Railroad Avenue to the south property line of Aspen Avenue. That the old concrete curb be repaired on the east side of San Francisco Street, from the north property line of Aspen Avenue to the south property line of Birch Avenue, except at the intersection of the alley. That a concrete curb be built on the west side of San Francisco Street from the north property line of Aspen Avenue to the south curb line of Birch Avenue, excepting that no curb be built from a point sixty-eight (68) feet north of the north property line of Aspen Avenue to a point eighty-four (84) feet north of the north property line of Aspen Avenue, and excepting that portion lying between the rails of the spur track, located in the center of the alley in Block Number Eighteen (18).

That a concrete curb be built along both sides of the roadway of Railroad Avenue, from the east property line of Leroux Street to a point one hundred and fifty (150) feet east of the east property line of San Francisco Street, excepting at the inter-sections of streets and alleys. That a concrete curb be built along the south side of Aspen Avenue, from the east property line of Leroux Street to a point one hundred and fifty (150) feet east of the east property line of San Francisco Street, excepting across San Francisco Street. That a concrete curb be built along the north side of Aspen Avenue from the east property line of Leroux Street to a point ninety-six (96) feet east of the said east property line of Leroux Street. That the old concrete curb on the north side of Aspen Avenue be repaired from a point ninety-six (96) feet from the east property line of Leroux Street to the west property line of San Francisco Street. That a concrete curb be built along the north side of Birch Avenue from the east property line of Leroux Street to the west property line of San Francisco Street.

(3.) That corrugated iron arch culverts, per plans on sheet number six (6), be built at the following locations:

Two culvert returns, including concrete curbs, one on each side of Leroux Street, on the north side of Railroad Avenue, running from the north property line of Railroad Avenue to the east and west property line respectively of Leroux Street. A culvert return, including concrete curb, at the south-east corner of Leroux Street and Aspen Avenue, running from the south property line of Aspen Avenue to the east property line of Leroux Street. A culvert return, including concrete curb, at the south-west corner of Leroux Street and Aspen Avenue, running from the south property line of Aspen Avenue to the west property line of Leroux Street. A culvert, including concrete curb, sixteen (16) feet in length, under the approach to the alley, on the east side of Leroux Street, in Block Eighteen (18.) A culvert return, including concrete curb, at the south-east corner of Leroux Street and Aspen Avenue, running from the south property line of Aspen Avenue to the east property line of Leroux Street. A culvert return, including concrete curb, at the north-west corner of Leroux Street and Birch Avenue, running from the north property line of Birch Avenue to the east property line of Leroux Street. A culvert return, including concrete curb, at the north-west corner of Leroux Street and Birch Avenue, running from the north property line of Birch Avenue to the west property line of Leroux Street. A culvert, in-

cluding concrete curb, sixteen feet in length, under the approach to the alley, in Block No. Four (4), on the east side of San Francisco Street. A culvert, including concrete curb, sixteen (16) feet in length, under the approach to the alley, in Block No. Five (5), on the west side of San Francisco Street. A culvert, including concrete curb, ten (10) feet in length, on the east side of San Francisco Street, from the south property line of Aspen Avenue to the junction with the culvert across San Francisco Street, on the south side of Aspen Avenue.

A culvert, including concrete curb, ten feet in length, on the west side of San Francisco Street, from the north property line of Aspen Avenue to a culvert across San Francisco Street, on the north side of Aspen Avenue. A culvert, including concrete curb, ten (10) feet in length, on the east side of San Francisco Street, from the north property line of Aspen Avenue, to a culvert across San Francisco Street, on the north side of Aspen Avenue. A culvert, forty (40) feet in length, across San Francisco Street and the sidewalk on the east side of San Francisco Street on the north side of the alleys in Blocks No. Seventeen (17) and Eighteen (18). A culvert, including concrete curb, ten (10) feet in length, on the west side of San Francisco Street, from the north property line of Birch Avenue, to a junction with a culvert running across San Francisco Street, on the north side of Birch Avenue. A culvert, including concrete curb, ten (10) feet in length, on the east side of San Francisco Street, from the north property line of Birch Avenue, to a junction with a culvert across San Francisco Street, on the north side of Birch Avenue. A culvert, sixteen (16) feet in length, including concrete curb, under approach to the alley, in Block Five (5), on the south side of Aspen Avenue. A culvert, fifty-one and five-tenths (51.5) feet in length, across San Francisco Street, on the south side of Aspen Avenue. A culvert, fifty-one and five-tenths (51.5) feet in length, across San Francisco Street, on the north side of Birch Avenue. A culvert, sixteen (16) feet in length, including concrete curb, under the approach to the alley, in Block Four (4) on the south side of Aspen Avenue; one-half (1/2) of said culvert being outside of the above described district, the cost and expense of installing said one-half (1/2) of the culvert and curb, shall be charged to the Town of Flagstaff. A culvert, fifty-one and five-tenths (51.5) feet in length, across San Francisco Street, on the south side of Birch Avenue. A culvert, fifty-one and five-tenths (51.5) feet in length, across San Francisco Street on the north side of Birch Avenue.

(4.) That that portion of the sidewalk between the existing concrete sidewalk and the new concrete curb, hereinafter mentioned, shall be filled with concrete sidewalk construction from the north property line of Railroad Avenue to the south property line of Aspen Avenue, on the east side of Leroux Street. That that portion of the sidewalks, inter-section at the south-east corner of Aspen Avenue and Leroux Street be filled with concrete sidewalk construction between the existing concrete walk and the hereinafter described culvert. That that portion of the sidewalk, inter-section at the south-west corner of Aspen Avenue and Leroux Street be filled with concrete sidewalk construction between the existing concrete walk and the hereinafter described culvert. That that portion of the sidewalk, inter-section at the north-west corner of Aspen Avenue and Leroux Street be filled with concrete sidewalk construction between the existing concrete walk and the hereinafter described culvert. That that portion of the sidewalk, inter-section at the north-east corner of Aspen Avenue and Leroux Street be filled with concrete sidewalk construction between the existing concrete walk and the hereinafter described culvert. That that portion of the sidewalk, inter-section at the south-east corner of Aspen Avenue and Leroux Street be filled with concrete sidewalk construction between the existing concrete walk and the hereinafter described culvert. That that portion of the sidewalk, inter-section at the north-west corner of Aspen Avenue and Leroux Street be filled with concrete sidewalk construction between the existing concrete walk and the hereinafter described culvert. That that portion of the sidewalk, inter-section at the north-east corner of Aspen Avenue and Leroux Street be filled with concrete sidewalk construction between the existing concrete walk and the hereinafter described culvert.

NOTE:—The location of the section line between Sections Fifteen (15) and Sixteen (16) T. 21 N. R. 7 E. G & S R B & M, said section line being the boundary between the Town-site of Flagstaff and Railroad Addition to Flagstaff, cannot at present be definitely determined.

SECTION III.

The Town Engineer is hereby directed to make a diagram of the district, described hereinafter in Section II., of this Resolution of Intention, to be assessed to pay the costs and expenses thereof; such diagram shall show each separate lot, piece or parcel of land in said district, and the relative location of the same to the work proposed to be done.

SECTION IV.

The Members of the Common Council, of the Town of Flagstaff, find that the public convenience requires that serial bonds shall be issued to represent the cost and expenses of said work, or improvement, and said Members of the Common Council determine that serial bonds shall be issued to represent each assessment of twenty-five (\$25.00) dollars, or more, for the costs and expenses of said work, or improvement; said serial bonds shall extend over a period ending nine years from and after the second (2nd) day of January next succeeding the date of said bonds, and an even annual proportion of the principle sum thereof shall be payable by coupon on the second (2nd) day of January every year after their date, until all is paid; and the interest shall be payable semi-annually, by coupon, on the second (2nd) days of January and July, respectively of each year, at the rate of six (6) per cent per annum, on all sums unpaid, until the whole of the said principle sum and interest are paid.

SECTION V.

The serial bonds herein mentioned shall be issued in accordance with the provisions of an act of the legislature of the State of Arizona, known and designated as the "Improvement Act of 1912," and all the proceedings of the afore-mentioned improvements shall also be taken under said "Improvement Act of 1912," and subsequent amendments.

SECTION VI.

The Town Clerk shall certify to the passage of this Resolution of Intention, and shall cause the same to be published ten times in the Coconino Sun, a regular newspaper published in the Town of Flagstaff, and hereby designated for that purpose.

SECTION VII.

The Superintendent of Streets, of the Town of Flagstaff, shall post notice of said improvement, as required by law, and in said notice shall refer to this Resolution of Intention.

I HEREBY CERTIFY, that the above and foregoing Resolution No. One, was duly passed by the Members of the Common Council, of the Town of Flagstaff, at a meeting held on the 3rd day of May, A. D., 1915, and that a quorum was present thereat.

(Signed) GEO. A. FLEMING, Town Clerk.

Motion by Councilman Switzer, seconded by Councilman Finley, that Resolution of Intention for District No. Two (2), relative to Street Paving be adopted. Vote as follows: Aye; Babbitt, Beeson, Finley, Francis, Procknow and Switzer. No votes nay. Motion carried.

RESOLUTION

District No. 2.

A Resolution Of The Members Of The Common Council Of The Town Of Flagstaff, Declaring Their Intention To Improve Certain Portions Of Leroux Street In Said Town, And Determine That Bonds Shall Be Issued To Represent The Costs And Expenses Thereof, And Declaring The Work Of Improvement To Be Of More Than Local Or Ordinary Public Benefit, And That The Costs And Expenses Of Said Work Shall Be Assessed Upon A District, And Providing That The Proposed Work Or Improvement Shall Be Done Under The Provisions Of The "Improvement Act Of 1912," And Subsequent Amendments.

Be It Resolved, by the Members of the Common Council of the Town of Flagstaff:

SECTION I.

That the public interest and convenience require, and that it is the intention of the Members of the Common Council of the Town of Flagstaff to order the following work to be done, to-wit:

(1.) That the roadway of Leroux Street in said town, from the north property line of Birch Avenue to the north property line of Fine Avenue, including all inter-sections of streets and alleys, be graded and paved with HYDRAULIC CEMENT CONCRETE.

(2.) That a concrete curb be built along both sides of the roadway of Leroux Street, from the north property line of Birch Avenue to the north property line of Fine Avenue, excepting the inter-sections of streets.

(3.) That Corrugated Iron culverts be built at the following locations: a culvert sixteen (16) feet long, under the approach to the alley on the east side of Leroux Street, in Block No. 33, two culverts, one on each side of said alley, and each ten (10) feet in length, running from the east property line of Leroux Street under the sidewalk to junctions with the above described culvert under the approach to the said alley; a culvert under the approach to the alley on the west side of Leroux Street in Block No. 34; two culverts, one on each side of said alley, and each ten (10) feet in length and running from the west property line of Leroux Street under the sidewalk to junctions with the above described culvert under the approach to said alley.

A culvert sixty (60) feet in length, across Cherry Avenue, on the east side of Leroux Street. Two culverts, one on each side of Cherry Avenue, on the east side of Leroux Street, each ten (10) feet in length, running from the east property line of Leroux Street to junctions with the above described culvert, across Cherry Avenue, on the east side of Leroux Street. A culvert sixty (60) feet in length, across Cherry Avenue, on the west side of Leroux Street. Two culverts, one on each side of Cherry Avenue, on the west side of Leroux Street, each ten (10) feet in length, running from the west property line of Leroux Street to junctions with the above described culvert, across Cherry Avenue, on the west side of Leroux Street. A culvert, sixteen (16) feet in length, under the approach to the alley, on the east side of Leroux Street, in Block No. 43. Two culverts, each ten (10) feet in length, one on each side of the alley, running from the east property line of Leroux Street, under the sidewalk to junctions with the above described culvert, under the approach to the said alley. A cul-

vert under the approach to the alley, sixteen (16) feet in length, on the west side of Leroux Street, in Block No. 44. A culvert sixty (60) feet in length across Dale Avenue, on the east side of Leroux Street. Two culverts, each ten (10) feet in length, one on the east side of Dale Avenue, running from the east property line of Leroux Street to junctions with the above described culvert across Dale Avenue, on the east side of Leroux Street. A culvert sixty (60) feet in length across Dale Avenue, on the west side of Leroux Street. Two culvert returns, one on each side of Dale Avenue, running from the west property line of Leroux Street, to junctions with the above described culvert across Dale Avenue, on the west side of Leroux Street. A culvert sixteen (16) feet in length, under the approach to the alley, on the east side of Leroux Street, in Block No. 53. A culvert sixteen (16) feet in length, under the approach to the alley on the west side of Leroux Street in Block No. 54. A culvert sixty (60) feet in length, across Elm Avenue, on the east side of Leroux Street. Two culvert returns, one on each side of Elm Avenue, running from the east property line of Leroux Street to junctions with the above described culvert, on the east side of Leroux Street. A culvert sixty (60) feet in length across Elm Avenue on the west side of Leroux Street. Two culverts, one on each side of Elm Avenue, each ten (10) feet in length, running from the west property line of Leroux Street to junctions with the above described culvert across Elm Avenue, on the west side of Leroux Street. A culvert sixteen (16) feet in length, under the approach to the alley on the east side of Leroux Street, in Block No. 63. A culvert sixteen (16) feet in length, under the approach to the alley on the west side of Leroux Street, in Block No. 64. A culvert sixty (60) feet in length, across Fine Avenue, on the east side of Leroux Street. Two culverts, one on each side of Fine Avenue, and each ten (10) feet in length, running from the east side of Leroux Street to junctions with the above described culvert, across Fine Avenue on the east side of Leroux Street. A culvert sixty (60) feet in length across Fine Avenue, on the west side of Leroux Street. Two culverts, one on each side of Fine Avenue, and each ten (10) feet in length running from the west property line of Leroux Street to junctions with the above described culvert across Fine Avenue, on the west side of Leroux Street.

All of the above work to be done in accordance with that certain set of plans, approved and adopted by the members of the Common Council, of the Town of Flagstaff, on the 3rd day of May, A.D., 1915, and on file in the office of the Town Engineer of the Town of Flagstaff, in Book No. 2 of Street Improvement Plans; and in further accordance with the specifications No. Nine, approved and adopted by the members of the Common Council of the Town of Flagstaff, and on file in the office of the Town Clerk of the Town of Flagstaff.

Water meter boxes, water valve boxes, survey monument covers are to be placed wherever directed by the Water Superintendent or the Town Engineer of the Town of Flagstaff; the charges for setting the said boxes or covers to be made against the Water Department of the Town of Flagstaff, for any structures pertaining to the water system, and to the General Fund for any other structures pertaining to the Engineering or Street Department of the Town of Flagstaff.

All obstructions, such as shown in the above mentioned set of plans, shall be removed by the contractor, as provided therein.

SECTION II.

That the said contemplated work or improvements, in the opinion of the members of the Common Council of the Town of Flagstaff, is of more than local or ordinary public benefit; and said members of the Common Council hereby make the costs and expenses of said work or improvements chargeable upon a district, and hereby declare that the district in said Town of Flagstaff benefited by said work or improvements, and to be assessed and pay the costs and expenses thereof, is described as follows:

Lots One (1), Nineteen (19), Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23) and Twenty-four (24), in Block Thirty-four (34) Town of Flagstaff.

Lots Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14), Fifteen (15), Sixteen (16), Seventeen (17) and Eighteen (18), in Block Thirty-three (33), Town of Flagstaff.

Lots One (1), Two (2), Three (3), Four (4), Five (5), Six (6), Nineteen (19), Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23) and Twenty-four (24) in Block Forty-four (44), Town of Flagstaff.

Lots Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14), Fifteen (15), Sixteen (16), Seventeen (17) and Eighteen (18) in Block Forty-three (43), Town of Flagstaff.

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